# CITY OF ISSAQUAH PLANNING DEPARTMENT DEVELOPMENT COMMISSION

# **STAFF REPORT**

August 19, 2009

**APPLICATIONS:** PLN08-00111 (Site Development Permit)

PLN08-00112 (Admin. Adjust. of Standards for Building Height)

PLN08-00113 (Admin. Adjust. of Standards for Parking)

PROJECT: <u>Marriott Springhill Suites</u>

**APPLICANT:** Juan Garcini

Rich Wagner Baylis Architects 10801 Main Street Bellevue, WA 98004

**PROPERTY OWNER:** Touchstone Corporation

Contact: Paul Klansnic

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Seattle, WA 98121

**ARCHITECT:** Baylis Architects

10801 Main Street Bellevue, WA 98004

**CIVIL ENGINEERING:** Pace Engineers, Inc.

Jeff Weed

11255 Kirkland Way, Suite 300

Kirkland, WA 98033

LANDSCAPE ARCHITECT Glenn Takagi

18550 Firlands Way North Shoreline, WA 98133

**TRAFFIC ENGINEER:** Hefron Transportation, Inc.

Marnl Heffron 6544 NE 61<sup>st</sup> Street Seattle, WA 98115

**STAFF CONTACT:** Jerry Lind, Senior Planner

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**REQUEST:** The applicant seeks approval of a Site Development

Permit for the development of a 5-story hotel including 2 levels of above grade parking. The hotel will have 145 guest suites, 143,700 square feet and parking for 203

vehicles.

The project also includes: 1) an Administrative Adjustment of Standards for Building Height to allow a portion of the hotel to extend to a height of approximately 50 feet (south and west ends of the building) and 2) an Administrative Adjustment of Standards for shared parking with the Maple Street Building

across the street to the north.

**LOCATION:** The project site is located south of NW Maple Street and

east of 12<sup>th</sup> Avenue NW. See attached Vicinity Map and

Site Plan.

SUB AREA: "Newport" Subarea

**KC PARCEL NO.** 3629300010

SITE AREA: 66,967 square feet (1.6 acres)

**EXISTING LAND USE:** 

<u>Subject Property</u>: The site is currently developed with a surface landscaped

parking lot containing 224 parking stalls that serves as part of the required parking for the Maple Street Building across

the street to the north.

North: Maple Street Building

South: 2-story office building (Applied Precision)

East: Cascade Bank

West: Cascade Business Park

**EXISTING ZONING:** The property is zoned "R" (Retail Commercial). The

proposed hotel is a permitted use in the "R" zone.

**COMPREHENSIVE PLAN:** The site is located in the "Newport" Subarea. The

Comprehensive Plan Land Use Designation is

"Commercial". The plan was amended and effective on

November 3, 2008.

BACKGROUND:

August 5, 2009 SEPA Mitigated Determination of Nonsignificance issued.

Exhibit 8.

<u>December 19, 2008</u> Applications received for: 1) Site Development Permit,

2) Administrative Adjustment of Standards for Building Height, and 3) Administrative Adjustment of Standards for

Parking. Exhibit, 2, 3 and 4.

February 4, 2009 Revised Certificate of Transportation Concurrency issued,

CON07-00040-Revised. Exhibit 10.

June 10, 2008 Extension issued for Certificate of Transportation

Concurrency, CON07-00040.

December 27, 2007 Certificate of Transportation Concurrency issued,

CON07-00040.

December 20, 2007 Certificate of Water Availability approved by Public Works

Dept., WSA07-00024.

February 20, 2008 PLN07-00125. Community Conference meeting held with

Development Commission. Minutes of the meeting are

entered as Exhibit 9.

October 17, 2007 PLN07-00110. Pre-Application meeting held and code

concerns presented to the applicant.

June 17, 1998 SDP 97-05 Site Development Permit public hearing held

for Maple Street Office Building (across street to the north)

and surface parking lot where hotel is proposed.

## PROJECT DESCRIPTION AND ANALYSIS:

#### A. Use:

#### 1. Findings of Fact:

The applicant seeks approval of a Site Development Permit for the development of a 5-story hotel including 2 levels of above grade parking. The hotel will have 145 guest suites, 143,700 square feet and parking for 203 vehicles. The hotel will include a check-in area, a great room, an indoor pool and conference rooms. Levels 1 & 2 of the building are concrete construction and levels 3, 4 & 5 are wood-frame. The site is approximately 1.6 acres. An existing surface parking lot on the site will be demolished for the hotel. The project also includes: 1) an Administrative Adjustment of Standards for Building Height to allow a portion of the hotel to extend to a height of approximately 50 feet (south and west ends of the building) and 2) an Administrative Adjustment of Standards for shared parking with the Maple Street Building across the street to the north.

A Narrative description of the applicant's proposal is attached as Exhibit 5.

The zoning of the site is "R" (Retail Commercial). The "R" zone allows the hotel as a permitted use according to the Issaquah Land Use Code, Section 18.06.130, Table of Permitted Land Uses.

## 2. Conclusions:

The project is a permitted use and is allowed by the approval of a Level 3 Review. The project requires the approval of a Site Development Permit

(SDP) by the Development Commission and the Administrative Adjustment of Standards for Parking and Building Height are being reviewed concurrently with the Site Development Permit.

## B. Development Standards:

## 1. Findings of Fact:

The following are the development standards for developments in the "R" zone.

| ITEM                          | PROPOSED  | CITY CRITERIA |
|-------------------------------|-----------|---------------|
|                               |           |               |
| Maximum impervious surface:   | 70%*      | 65%           |
| Minimum pervious surface:     | 30%*      | 35%           |
| Maximum base building height: | 40 feet   | 40 feet       |
| Maximum building height w/AAS | 50 feet** | 65 feet***    |

\*The site is 69,967 square feet (and as adjusted without street sidewalks = 65,497 sq. ft.) and the impervious and pervious surfaces pervious area proposed is 45,774 sq. ft. and 19,723 square feet, respectively. The current site as a landscaped parking lot is currently approximately 70% impervious surface. The Non-Conforming Chapter of the Land Use Code under which this application was received in December 2008, allows the re-development of the site for a non-conforming situation without fully meeting the current standards. The Land Use Code has since been revised (on Feb. 2, 2009 by Ord 2549) that would require full compliance, but this application is vested under the previous regulations that were in place at the time of application.

\*\*\*The height of the hotel roof is elevation 116.25 feet and the average grade of the site is elevation 66.35 feet. The building is proposed to reach a height of 49.9 feet (to the roof) and a maximum building height of 65 feet is allowed in the "R" zone, by approval of Administrative Adjustment of Standards. The applicant has applied for the Administrative Adjustment of Standards for Building Height up to 50 feet as allowed and the discussion and review of that application (PLN08-00112) is discussed on page 23 of this staff report.

| BUILDING SETBACKS               | PROPOSED | CITY CRITERIA |
|---------------------------------|----------|---------------|
|                                 |          |               |
| North: Maple Street (Side yard) | 15' - 3" | 5 feet        |
| South: (Side yard)              | 11'-6"   | 5 feet        |
| East: (Rear yard)               | 76'      | 10 feet       |
| West: 12th Ave. (Front yard)    | 38'      | 10 feet       |

## 2. <u>Conclusions:</u>

The project is in compliance with the development standards of the "R" zone, including setbacks to the property lines, pervious/impervious

<sup>\*\*</sup>Mechanical HVAC screens & elevators and architectural pediments/ parapets are exempt from building height.

surface coverage, and building height. The analysis of the pervious/impervious conditions of the site with the proposed development is acceptable.

## C. ENVIRONMENTAL REVIEW:

# 1. <u>Findings of Fact</u>:

A Mitigated Determination of Nonsignificance was issued for the project on August 5, 2009 (date of publication in Issaquah Press). A comment period was established beginning on August 6, 2009 and ending on August 19, 2009. A 14-day appeal period was established beginning on August 20, 2009, and ending on September 2, 2009. The mitigated measures are as follows:

The applicant shall mitigate for potential impacts of the development on public services. This may be accomplished with a voluntary contribution in the amount \$0.56 per new square foot for Police Services and \$0.4228 for General Government Services. The final amount of the impact fees will be determined based on the building permit submittal. The applicant should sign the voluntary contribution agreement and pay the voluntary contribution prior to issuance of building permits. Totals for SEPA fees are as follows:

- Police Mitigation Fee is \$80,472 based upon (143,700 sq. ft. x \$0.56/sq. ft.) = \$80,472. (SEPA fee)
- General Government Mitigation Fee is \$6,075.64 based upon (143,700 sq. ft. x \$0.4228/sq. ft.) = \$6,075.64. (SEPA fee)

The SEPA MDNS for the project is entered as Exhibit 8.

## 2. Conclusions:

The environmental impacts of the project were evaluated and a Mitigated Determination of Nonsignificance was issued for the project.

## D. IMPACT MITIGATION FEES:

Mitigation is required to be paid at the time the Building Permit is issued for the following impacts: Transportation Impact Fee (Issaquah), Reciprocal Transportation Impact Fee (King County) to fund planned improvements on King County roadways, a Fire Impact Fee, General Government Impact Fee and Police Mitigation Fee. Calculation sheets for these fees are available at the Planning Department.

<u>Note:</u> Mitigation Impact fees for: 1) Parks and 2) Schools are not applicable to commercial development including the hotel.

#### E. UTILITIES & STORM DRAINAGE:

Utilities for the site including water and sanitary are already in place for development of the project. Connections will be made to these utilities with the construction permits.

Storm water with the existing parking lot is currently conveyed to a storm water pond across the street to the north that was designed with the Maple Street Building project. Storm water will continue to be conveyed to this pond. The existing 18" storm water drain from the site to the pond is shown on sheet C1.0 (Exhibit 16).

Preliminary utility plans for water and sewer are provided with sheet C2.0 (Exhibit 17). Final plans will be available with the construction permits and will require the approval of the Public Works Department..

## F. CRITICAL AREAS:

There are no critical areas on the subject property.

## G. TRANSPORTATION:

A traffic impact study was prepared by Heffron Transportation, Inc. on March 25, 2009. The study with the land use file is entered as Exhibit 45. The study was reviewed by the Public Works Department and was found to be acceptable. The study notes that the hotel is estimated to generate approximately 710 net daily trips, with 55 trips in and out during the AM peak hour and 58 trips in and out during the PM peak hour. Operations analyses show that the project would add very little delay to the street intersections studied during the weekday PM peak hour.

The Level of Service (LOS) at intersections studied (Maple St/SR-900 and Maple St/12<sup>th</sup> Ave. NW) with the report noted that study intersections currently operate at a LOC C or better during the PM peak hour and would continue to operate at LOS C or better in 2010.

The study summed up that the hotel project would not adversely impact traffic operations, parking supply, traffic safety, transit, or non-motorized facilities with the study area. No off-site mitigation was recommenced for the hotel. Payment of city transportation impact fees and King County transportation impact fees will be required and will mitigate the project.

Driveway locations: One existing driveway along 12<sup>th</sup> Avenue will be removed and one new driveway will be added along Maple Street. There is adequate sight distance at the existing driveway by the bank and the new driveway proposed.

A revised Certificate of Transportation Concurrency was issued by the city on February 4, 2009 (Exhibit 10). The certificate noted that project trip generation would not cause transportation capacity on the designated screen lines to fall below the City's standards and therefore, no transportation concurrency impacts are anticipated with the hotel project.

<u>Bus Stops:</u> The Transit Center is located to the west at the intersection of NW Maple Street & 17<sup>th</sup> Ave. NW (SR-900). The transit center is served by 7 METRO bus routes and 3 Sound Transit routes. There is also a METRO bus stop along Maple Street in front of the proposed hotel that serves routes 200, 209, 214 and 271. The existing transit stop will be relocated about 50 feet

further west due to the new hotel driveway. King County Metro is in support of moving the transit stop closer to the street intersection.

H. DESIGN STANDARDS: Design Criteria Checklist (from the green sheets Pages 7-55 to 7-62 of the IMC, Appendix 2), adopted by Ordinance No. 1983

# Site Layout and Overall Design Concepts

**1. Building Location:** "Building locations and their orientation to one another provide for pedestrian/people areas such as courtyards, plazas, pocket parks, etc."

# A. <u>Findings of Fact</u>:

The location of the hotel and arrangement of the parking areas on the site are the same as indicated at the Community Conference meeting held on February 20, 2008 (PLN08-00125). In general, the Development Commission was in favor of the layout with the site plan. The building is located centered in the site with access off Maple Street to the main entry lobby and off the eastern side of the parking structure via a shared driveway with Cascade Bank off of Maple Street.

Plazas, courtyards and pocket parks are not part of the hotel project, but there is a small patio & seating area for the hotel guests located long the western side of the hotel.

#### B. Conclusions:

The proposed location of the hotel, circulation and parking areas are well sited on the subject property.

**2. Energy Efficient Design:** "The project is oriented to receive maximum winter sun benefit and uses architectural features and/or landscaping to screen summer sun."

## A. Findings of Fact:

The proposed hotel with issuance of the building permit will be designed to meet all State Energy Code requirements.

#### B. Conclusions:

The hotel will be designed to meet State of Washington Energy Code requirements with the construction permits.

**3. Functional Site Design:** "Design and layout of the buildings, parking areas, pedestrian areas, landscape and open areas are conducive to the existing topography and existing features of the site. Parking areas are designed so that they function well with the overall site design; for instance, parking areas should not inhibit pedestrian movement, and traffic flow should be predicable within the designated parking areas and driveways."

# A. <u>Findings of Fact:</u>

The site is flat where development is proposed, including the area for the building and supporting exterior parking. The proposed building is sited well on the site, in the middle.

## B. Conclusions:

The function of the site design is acceptable for the hotel.

**4. Lighting:** "a) Lighting standards and fixtures are of a design and size compatible with the general character of the building and adjacent areas. b) Lighting is shielded to eliminate glare. c) Lighting is sufficient for pedestrian, bicyclist and vehicular safety. d) Excessively bright and brilliant colored lights should not be used."

## A. <u>Findings of Fact:</u>

The all outdoor lighting will need to comply with the requirements of the Outdoor Lighting standards of the Land Use Code, Chapter 18.07.107. The maximum number of exterior foot-candles allowed is 5. The maximum spillover limits at the property lines cannot exceed 0.8 foot-candles. The drawings provided show that the proposed lighting exceeds these limits and will need to be revised for compliance prior to the Building Permit being issued. The problem is most noticeable on the 2<sup>nd</sup> floor deck that needs correction. On the first floor, the lighting standards need only to comply along the perimeter where lighting is exposed to the exterior of the building. A photometric lighting plan (2 sheets) is provided with Exhibits 28, 29.

The light standards on the top level of the parking structure will be 12 feet in height. The maximum height allowed for the top of decks of parking structures is 12 feet. The design of the single arm mount lighting fixture is provided with Exhibit 33.

Bollard lights proposed with Exhibit 30 will be 4½ feet in height, used in areas such as the patio area. Other site lighting will include directional lights, Exhibit 31, and mushroom area path lights, Exhibit 32.

# B. <u>Conclusions:</u>

The lighting plans will need to be revised to comply with the outdoor lighting standards chapter of the Land Use Code prior to issuance of the building permit. Other site lighting is acceptable.

The lighting will also need to meet the requirements of the Washington State Energy Code with the submittal of the construction drawings.

**Natural Setting - Views**: "The relationship of natural settings of the valley and surrounding mountains is used to enhance the overall design and layout of the plan in the following ways: a) Hillside Design, b) Primary Views"

## A. Findings of Fact:

Hillside design is not applicable to proposal. The proposed construction of the building will not adversely impact any primary views.

#### B. Conclusions:

The natural setting/views are not applicable to this project.

**Existing Vegetation/Topography Features:** "Existing vegetation, topography and other features of the site are preserved and integrated into the overall site design. Suitable existing vegetation shall be preserved, and measures to assure its preservation shall be provided."

## A. Findings of Fact:

The site is mostly flat and is currently used as a parking lot that is landscaped with ornamental trees and shrubs. The site also has mature existing coniferous trees along the south property line (Douglas fir, Red cedar, Pine) that are proposed to be retained and integrated into the hotel site design. City street trees are also located along the 2 abutting streets of 12th Avenue and Maple Street. Protection will need to be implemented to protect all trees to be saved during construction of the hotel.

## B. Conclusions:

New landscaping will be provided as shown with the landscaping plans. Protection will need to be implemented to protect all trees proposed to be retained during construction of the hotel.

7. Historical/Cultural Landmarks: "Historical and cultural landmarks, and Issaquah Treasures (as adopted by Resolution 93-15) are preserved and integrated into the overall site design"

#### A. Findings of Fact:

There are no historical or cultural landmarks on the site as defined as "Issaquah's Treasures" by Resolution No. 93-15 (contained in the Comprehensive Plan, Appendix 2).

## B. Conclusions:

Historical or cultural landmarks are not applicable to the project.

## **Landscape Design and Use of Plant Materials**

1. Design Elements: "Architectural screens, fountains, and pavings of wood, brick, stone, gravel and/or other similar methods and materials are used in conjunction / combination with plant materials (or in place of plant materials where planting opportunities are limited)."

## A. Findings of Fact:

Architectural screens and fountains are not proposed. Scored decorative paving with stamped concrete or pavers are proposed in the hotel entrance area as shown on sheet A101,identified on a colored brochure as Riverside Slate – Exhibit 47 (will be shared at meeting.) There are also raised planters on the 2<sup>nd</sup> level of the parking structure.

## B. Conclusions:

The special paving material will enhance the entrance area to the hotel.

**2. Design Unity**: "Unity of design is achieved though repetition of certain plant varieties and other materials and by correlation with adjacent developments."

# A. Findings of Fact:

Design unity is achieved for this project through the use of common plant materials including trees and shrubs, and groundcover throughout the site design but with a large variety of ornamental shrubs. The landscaping plan is a mix of both native and non-native planting materials, most plants chosen are non-native ornamentals. The species of plants have been introduced that will enhance the development and provide varied beautification to the hotel site year-round. Existing trees along the adjacent streets will remain except for one tree at the driveway entrance along Maple Street and the existing trees along the south property line are proposed to be retained. The landscaping plans are identified on sheets L1.0, L1.1 and L2.2 (Exhibits 25-27).

Plant materials for the project are as shown below in the chart:

| COMMON NAME        | SIZE       |
|--------------------|------------|
| Trees              |            |
| Eastern Redbud     | 2" caliper |
| Incense Cedar      | 8' height  |
| Evergreen Magnolia | 7' height  |
| Pacific Wax Myrtle | 36" height |
| Tanykosho Pine     | 6' height  |

| Shrubs/Ground Covers            |            |
|---------------------------------|------------|
| Jap. Barberry 'Crimson Pygmy'   | 2 gallon   |
| Japanese Barberry 'Golden Ring' | 2 gallon   |
| Dwarf Boxwood                   | 12" height |
| Spreading Camellia              | 5 gallon   |
| Daphne 'Carol Mackie'           | 24" height |
| Enkianthus campulantus          | 42" height |
| Epimedium                       | 1 gallon   |
| Silk Tassel                     | 36" height |
| Japanese Forest Grass           | 5 gallon   |
| Hellebore                       | 1 gallon   |
| Daylily                         | 1 gallon   |
| Garden Hydrangea                | 5 gallon   |
| Boxleaf Japanese Holly          | 18" height |
| Mountain Laurel                 | 24" height |
| Maiden Grass 'Gracillimus'      | 5 gallon   |
| Maiden Grass 'Morning Light'    | 5 gallon   |
| Heavenly Bamboo                 | 24 "       |
| Compact Mugo Pine               | 21" spread |
| Lily of the Valley Bush         | 5 gallon   |
| Pittosporum                     | 5 gallon   |

| Tassel Fern           | 5 fronds @ 12" |  |
|-----------------------|----------------|--|
| Red Flowering Current | 5 gallon       |  |
| Fragrant Sarcococca   | 12"            |  |
| Sedum                 | 1 gallon       |  |
| Spreading Yew         | 21" spread     |  |
| Lily Turf             | 4" pots        |  |
| Creeping Mahonia      | 1 gallon       |  |
| Dwarf Fountain Grass  | 1 gallon       |  |
| Kinnickinnick         | 1 gallon       |  |
| Lingonberry           | 4" pots        |  |
| Varigaged Sedge       | 1 gallon       |  |

## B. <u>Conclusions:</u>

The choice of the plant materials is acceptable and will blend in well. The Planning Department generally recommends the planting of at least one Eddie's White Wonder Dogwood, the city's Centennial Tree, into projects. There are also 3 mature dogwoods in the existing western planter that if they can be retained, should be incorporated into the final design.

3. Enhanced Designs: "a) The landscape design of the site strengthens vistas and important focal points, provides for both solar exposure and shading where desirable, and retains significant existing vegetation; b) Trees and shrubs are planted in parkways or paved areas where building sites limit plantings; c) Parking areas and traffic ways are enhanced with landscaped areas that contain trees and tree groupings."

# A. Findings of Fact:

The landscaping is strongest along the western side of the building and at the northwest and southwest corners that have the most visibility and where the hotel is at its highest floor level. The landscaping in those areas has the largest planting beds and a large variety of planting materials proposed, in addition to the city street trees that also line those streets. The setbacks for the hotel are required to be landscaped and that has been provided (no parking allowed in building setbacks).

Actual tree planting along on the hotel site fronting Maple Street is sparse and not in compliance with the landscape code. A Type 2 Visual screen of landscaping is required of 50% evergreen plant materials including medium trees spaced an average of 25-30 feet on center, with a minimum of 4 trees per 5,000 square feet. The landscaping plan mostly illustrates a bed of shrubbery/ground cover along the 1<sup>st</sup> floor parking garage that is bermed up from the sidewalk. Columnar type trees can be adaptable in that area with the shrubbery.

Significant vegetation is retained along the southern property line (conifer trees) and with the street trees. Because of the close proximity of the building to the coniferous trees along the south property line, it would be advised that an arborist be involved for the protection of the trees and see what protection measures and pruning, if any, would need to be done.

#### B. Conclusions:

Landscaping has been provided to adequately enhance the design of the hotel. The applicant has provided a well-designed landscape plan for the project that provides screening and beautification of the site from its periphery, including Maple Street & 12<sup>th</sup> Avenue NW and interior areas.

Additional tree plantings along Maple Street will need to be provided in accordance with the Landscape Code.

- 4. Useable Open Space Design: "The useable open space includes significant areas that have aesthetic value and/or value for recreational purposes and is easily accessible to the users of the development and to the general public (in cases where the open space has been dedicated), unless this guideline conflicts with the purpose and intent of the critical areas regulations."
  - A. Findings of Fact:

No open space is being dedicated with this project.

B. Conclusions:

Useable open space is not applicable to the hotel.

#### 5. Plant Materials - Selection:

**Appearance/Maintenance**: "Plant materials used for landscaping purposes are not destructive to sewer or water systems, sidewalks, building foundation or any other structure or utility. Noxious weeds and other plant materials including purple loosestrife and invasive species of ivy are not utilized in landscape plans."

## A. Findings of Fact:

The landscape architect has chosen plants that will not be destructive to sewer or water systems, sidewalks, building foundation or any other structure or utility. Noxious or invasive plants will not be used in the design.

A fully automatic irrigation system will be required for all new landscape areas, unless approved differently by the City for xeriscape (low water usage) landscaping. A landscape maintenance bond worth 50% of the value of the landscape material will be required to be posted at issuance of the final Certificate of Occupancy (required for a 3-year period).

# B. <u>Conclusions</u>:

The appearance and maintenance of plant materials should be satisfactory. A landscaping maintenance bond for 3 years will be required after all landscaping is installed and inspected and approved by the City.

**Noxious or Destructive:** "Plant materials are selected for their structure, texture, and color as well as their ultimate growth and ease of maintenance."

## A. Findings of Fact:

The landscape architect has chosen a mix of both native and ornamental plant materials mixed in with a selection of ornamentals that will provide good structure, texture and color throughout the year. Noxious or destructive plants will not be used.

## B. Conclusions:

Plants are chosen for structure, texture and color, and will blend in with the development. Noxious or destructive plants will not be used.

**Safety:** "Alder trees, Cottonwood trees or other trees that typically grow very quickly, have weak trunks and branches and are prone to falling are not proposed for planting in parking areas, next to buildings or other structures or in any pedestrian-oriented area."

## A. <u>Findings of Fact:</u>

The plants chosen will be safe plants that are not easily prone to breakage.

# B. <u>Conclusions:</u>

Plants chosen for safety have been complied with.

# **Design Harmony and Compatibility**

1. Accessory Structures: "Street furniture, mailboxes, kiosks and accessory structures located on private property, public ways and other public properties are designed as part of the architectural concept of the building and landscape design."

## A. Findings of Fact:

Street furniture proposed for the project includes bicycle racks and seating areas with separate bench and incorporated into raised planters. A trash receptacle should be placed outside the lobby entrance. Examples of furnishings are shown with Exhibits 34-36.

# B. <u>Conclusions:</u>

The furnishings that are proposed for the hotel should work well for the project. A trash receptacle should be placed outside the lobby entrance.

2. Building Materials/Components: "a) Scale: Building components, such as windows, doors eaves, parapets, and signage have the same proportions, scale and relationship to one another. Building materials shall incorporate fire protection and emergency services access; b) Durability/Maintenance: Materials and finishes are selected for their durability and wear. Proper measures and devices are incorporated for protection against the elements, neglect, damage, and abuse. Configurations that tend to catch and accumulate debris, leaves, trash, and dirt should not be used."

# A. <u>Findings of Fact:</u>

The architecture of the hotel is identified on the elevation drawings, Sheet A201 (Exhibit 22). Colored drawings of the hotel are also provided with Exhibits 37-40.

The architect has chosen a combination of durable substantial materials as illustrated by the material board, including brick veneer, fiber cement plank siding, and fiber cement siding or stucco. A material and color board has been prepared as Exhibit 48 and will be shared at the public hearing.

The hotel is contemporary in appearance and will be compatible with the surrounding buildings in the neighborhood including the 4-story Maple Street building to the north and the 2-story Cascade Bank to the east (both designed by Baylis Architects). The red brick veneer is proposed at the base of the building along the parking garage side facing Maple Street. Consideration should be taken to include the brick veneer extending at the western end of the building wrapping around those sides.

Modulation enhancements for interest have been added to the hotel in the use the materials and colors, the placement of windows, portions of the building that maneuver in and out with overhangs, the white fabric canopy structure with down-lights will articulate the main entry at the entrance near the lobby.

The following building materials and colors are proposed for the hotel as shown with the material board and described on the elevation drawing.

| <u>ITEM</u>           | DESCRIPTION & MATERIAL   |
|-----------------------|--|
| 1. Brick Veneer       | Mutual Materials. Mojave Smooth  |
| 2. Plank siding       | Fiber cement (11" THK) James Hardie<br>Panel. Fox Run SW22322          |
| 3. Windows            | Aluminum anodized. Kawneer. Medium bronze.                             |
| 4. Siding             | Fiber cement plan siding or stucco. James<br>Hardie Panel. Sage SW2860 |
| 5. Canopy at entrance | White fabric.  |

## B. <u>Conclusions:</u>

The building materials, colors and components for the hotel are acceptable and are complementary to the neighboring buildings within the immediate area. The architecture of the hotel is well designed. The material/color board will be shared at the Development Commission meeting. Consideration should be given to extending the brick veneer to the western end of the building.

**3. Compatibility:** "The proposed development is designed and oriented to be compatible with existing, permitted land uses adjacent to the site and with the

surroundings, both manmade and natural. Elements influencing compatibility include but are not limited to color, signage and lighting, size, scale, mass, and architectural style and design."

#### A. Findings of Fact:

The proposed hotel will be compatible with land uses adjacent to the site.

#### B. Conclusions:

The development of the Springhill Suites Marriott hotel is compatible with the permitted land uses adjacent to the site and surrounding properties being re-developed.

# 4. Design Components:

Colors: "Bright and/or brilliant colors are used only minimally for accent."

## A. <u>Findings of Fact:</u>

Bright and brilliant colors are not used with the project. Earthtone colors are proposed for the development of the hotel. The Material/Color Board will be shared at the Development Commission public hearing.

## B. Conclusions:

Bright and brilliant colors will not be used for this project.

**Modulation:** "Modulation has been incorporated in the overall design to reduce the bulk and mass of the building(s)."

#### A. Findings of Fact:

Building elevation drawings provide illustration of modulation, both horizontally and vertically, to reduce the bulk of the hotel. Building materials as shown with the material board and identified on the elevation drawing have been chosen to break up the mass of the building.

## B. Conclusions:

The hotel is well designed and modulated.

**Facade:** "Articulate the different parts of a building's facade by use of color, arrangement of facade elements, or a change in materials."

#### A. Findings of Fact:

The facade of the hotel will be articulated by the uses of varied building heights, materials and colors and varied intervals as discussed above under "Building Materials/Components". The Development Commission at the Community Conference asked the architect to put more emphasis on the hotel design at the northwestern corner that has the highest visibility. The design of this area can be see with the colored Northwest Perspective drawing, Exhibit 40 and with the material board, Exhibit 48.

## B. Conclusions:

The facades of the hotel are well articulated by the use of building materials, colors, design and landscape berming along the garage side facing Maple Street. Landscape berming is also being provided along the western side of the building facing 12<sup>th</sup> Avenue.

**Ground Level:** "Avoid blank walls at the ground level. Utilize windows, trellises, wall articulation, arcades, changes in materials, or other features."

#### A. Findings of Fact:

Blank walls are not used at the ground levels. The wall with the least articulation is that at the garage level facing Maple Street, but the wall is designed with quality brick and has openings in it and is bermed up with landscaping from the sidewalk edge. All walls of the hotel have received architectural treatment.

# B. Conclusions:

The ground level walls of the hotel including the parking level are acceptable as designed and as softened by landscaping.

**Large Structures:** "Large dominating structures should be broken up by creating horizontal emphasis through use of trim, adding windows or other ornamentation, use of colors, and landscape materials."

## A. <u>Findings of Fact:</u>

The hotel is comprised of a single rectangular-shaped building that is somewhat U-shaped in design as result of the low parking structure in the middle. The hotel will be as tall as 5 stories at the western end and 4 stories in height at the eastern end. Architecturally, the hotel is broken up using a large number of windows and varied building materials. The size of the building is also broken up with the use of trees & shrubbery in the landscaping.

## B. Conclusions:

The hotel is not an overly large dominating structure. The size of the building is within the limits of the R-zone for the property. The building facades have been broken up with design elements as discussed above. An Administrative Adjustment of Standards was required for the height up to 50 feet and for a 25% floor reduction of the upper floor.

**Corporate Style:** "The use of standard "corporate" architectural style associated with chain-type business is strongly discouraged."

#### A. Findings of Fact:

"Corporate style" with the Marriott hotel is not fully used.

## B. Conclusions:

"The architectural style of the hotel is acceptable.

**5. Signage:** "a) Architectural Element; b) Graphic Elements; c) Materials; d) Scale/Proportion"

## A. Findings of Fact:

The project proposes 2 wall signs and drawing of the wall sign proposal is shown with Exhibit 11. The sign has a dimension of 7' 9" high x 12' long (93 square feet) and is internally illuminated. Secondary wall signage is limited to 5% of the façade up to 30 square feet. A sign is proposed to be placed on the upper floor facing Maple Street at the northern end of the building as illustrated with the building elevation drawing. A second wall sign location is not identified.

Wall and monument signage for the hotel will require a separate sign permit and will need additional review and will be reviewed at a later time.

# B. <u>Conclusions:</u>

The final design and placement of any signs will need further review when a sign permit application is received.

6. Transition: "a) The proposed development transitions well with adjoining, permitted land uses through architecture and landscaping in conformance with allowable setbacks; b) Conflicting Architectural Styles: In applicable cases, structures are made compatible with adjacent buildings of conflicting architectural styles by such means as screens and site breaks, or other suitable methods and materials."

## A. Findings of Fact:

The project transitions well with adjoining permitted land uses. Adjacent uses include Cascade Bank to the east in which a driveway along Maple Street is shared. To the north across the street is the 4-story Maple Street office building which will continue to have & share some of its parking on the proposed Marriott Hotel site. To the south is the 2-story building leased by Applied Precision that is separated by an existing landscape planter of mature conifer trees.

## B. Conclusions:

The transition of the hotel building at this site is satisfactory.

7. Projects with Multiple Structures: "Variable siting of individual buildings, heights of buildings, building modulation or other methods are used in order to prevent monotonous design."

#### A. Findings of Fact:

Multiple buildings are not proposed on this site, just the single 4 to 5-story hotel building.

# B. <u>Conclusions:</u>

Not applicable.

## **Pedestrian and Vehicular Areas**

**1. Barrier-Free**: "The location of the handicap access ramp is in close proximity to designated parking space(s)."

# A. <u>Findings of Fact:</u>

Accessible parking is regulated by Section 1106 of the International Building Code. Table 1106.1 states that for 201 to 303 total parking spaces provided, a minimum of 7 accessible parking stalls are required. The project is providing 7 stalls, 3 located on the 1<sup>st</sup> floor of the garage and 4 stalls on the 2<sup>nd</sup> roof level. All spaces have clear access into the hotel entrance doors and to the hotel elevators upon entering the building.

#### B. Conclusions:

The barrier-free accessible parking for the hotel is acceptable. The stalls will need to be appropriately signed and labeled.

2. Circulation/Trail Access: "Linkages for safe circulation for pedestrians and bicycles are provided within the site, and connect adjoining existing or proposed sidewalks and bike paths. Developments, including single family subdivisions, maintain trail access to existing and established trails through dedication of public easements."

## A. <u>Findings of Fact:</u>

Sidewalks are already provided for pedestrians on the northern and western sides of the hotel fronting the streets. A sidewalk connection is also on site leading from Maple Street to the hotel lobby. No sidewalks are proposed within the parking structure.

## B. Conclusions:

The circulation for pedestrians is acceptable for the project.

3. Design - Parking areas: "Vehicle parking areas are designed into the project in a manner that screens the majority of the parking area from both the public and the building occupants. Methods for limiting the visibility of the parking area to the surrounding area include: orienting parking areas away from building and pedestrian areas; placing the building adjacent to the main roadway, with parking behind the building; screening parking areas with intensive landscape barriers which provide solid screening during all seasons; using wooden fencing, berms or other solid method of screening; and/or other creative means."

## A. Findings of Fact:

Required parking (based on the number of guest rooms for the Marriott hotel and net area for the Maple Street Building) for the project has been calculated as shown in the following chart:

Chapter 18.09.050 of the IMC contains the parking standards for this project. The Table of Off-Street Parking Standards requires that the Hotel project and the existing Maple Street Building across the street to the north provide parking as follows:

| PROPOSED<br>USE       | NET SQUARE<br>FOOTAGE       | PARKING<br>RATIO           | PARKING<br>REQUIRED | PARKING<br>PROVIDED   |
|-----------------------|-----------------------------|----------------------------|---------------------|---|
| Marriott Hotel        | 145 rooms                   | 1 space per room.          | 145 stalls          | 203 stalls  |
| Maple Street<br>Bldg. | 106,242 net<br>area sq. ft. | 1 space per 300<br>sq. ft. | 354 stalls          | 224 stalls  |
| TOTAL PARK            | ING REQUIRED &              | PROVIDED:                  | 469 stalls          | 427 stalls. (shortage: 42 stalls with Maple Street Building that will be shared with the hotel. |

A total of 203 parking stalls are being provided at the hotel site and 130 of those stalls are for the Maple Street Building and 42 of the hotel's parking stalls will be shared with the office building during non-peak hours. The current parking lot at the hotel site serves as over flow parking for the Maple Street Building. The traffic study determined that peak parking demand for both buildings is expected to be 413 vehicles. No parking impacts are anticipated with the project.

During construction of the hotel, off-site parking and a possible shuttle would be available. The service would be provided for construction workers and Maple Street Office Building employees needing overflow parking.

The parking is all contained within a 2-level parking structure with access to the floors from the eastern side of the hotel via a shared driveway with Cascade Bank. The driveway to the 1<sup>st</sup> level will have a 1% slope and the driveway to the 2<sup>nd</sup> level will have a 15% slope.

Parking stalls for the hotel parking structure are arranged as follows:

- 84 Standard sized stalls.
- 112 Compact stalls (55% of total is provided. Up to 60% is allowed).

## 203 total parking stalls

The office will provide a daytime ratio of 1 stall per 300 sq. ft. and an evening ratio of 1 stall per 410 sq ft. The hotel will provide a daytime ratio of

0.5 stalls per guest room and an evening ratio of 1 stall per guest room (the hotel will share 130 stalls of its 203 stalls with the office building during non-peak hours of use).

Standard size stalls are 9' x 20' and compact stalls are 9' x 15' with a 24' wide aisle. Accessible stalls are 13' wide and van size accessible stalls are 16' wide

All compact parking stalls and accessible stalls will need to be appropriately labeled.

Bicycle Parking: In addition to vehicle parking, IMC Chapter 18.090.030(I) requires at least one bicycle parking space for 5% of the required parking stalls. With 145 parking spaces being required, 7 bicycle spaces need to be provided in bicycle racks. The applicant has shown on the plans that the bicycle racks will be located near the lobby entrance and a detail of the racks is provided with Exhibit 34. Bicycle lanes also currently exist along both sides of 12<sup>th</sup> Avenue NW.

## B. Conclusions:

Parking for the hotel and as shared with the Maple Street Office Building to the north is acceptable. Shared parking for the project has been requested by an application for Administrative Adjustment of Standards and that discussion follows on page 25 of this staff report.

The barrier-free stalls and compact stalls will need to be labeled after construction. Bicycle racks for a minimum of 7 bicycles will be required.

4. Public Access - Adjacent to Site: "Adjacent to Site: In areas where lakes and scenic corridor areas are outside the project boundaries, public access is encouraged and enhanced in an environmentally sensitive manner beyond the predevelopment status."

#### A. Findings of Fact:

Lakes and scenic corridors are not within the vicinity of the project boundary area.

#### B. Conclusions:

Not applicable.

**5. Public Access - Within Site:** "In nonresidential projects, provisions are made for public access to any lakes and to scenic corridor areas within a site. The access is environmentally sensitive in design."

## A. Findings of Fact:

Public access to scenic corridors that would be compromised by the construction of the hotel does not exist at this site.

# B. <u>Conclusions:</u>

Public access is not applicable to this project.

**6. Trail Design:** "Pedestrian and bike paths are designed to limit conflicts in use, by a separated sidewalk system, markings, or other method."

# A. <u>Findings of Fact:</u>

Trail design is not part of the project. Pedestrian circulation (with public sidewalks) is adequately addressed.

#### B. Conclusions:

Pedestrian circulation is acceptable and is designed to limit conflicts of use.

7. Transition of Design Elements and Amenities: "The site plan provides a desirable transition in relation to the streetscape, including adequate planting, safe pedestrian movement, and parking areas."

## A. Findings of Fact:

Public sidewalks for safe pedestrian movement are already in place along Maple Street and 12th Avenue. A sidewalk connection from Maple Street to the hotel lobby is also provided. Adequate planting will be provided for the hotel project.

## B. Conclusions:

The transition of design elements and amenities is satisfactory.

## Service and Storage Areas

1. Screening - Service Yards and Outdoor Storage: "Service yards, machinery storage, other storage areas, dumpster/recycling areas and other places which tend to be unsightly are screened through the use of walls and/or fencing of solid material, softened or accented by plantings. The height of the walls/fencing shall be six (6) feet in height, or at least the height of the items to be screened. Screening will be effective in both winter and summer. For example, in IC and I zones, although both would be softened by plantings, a six (6) foot solid fence/wall may be preferable to a twelve (12) foot solid wall/fence which completely screens heavy machinery since the adjacent uses could be 'intensive commercial' or 'light industrial' as well."

# A. <u>Findings of Fact:</u>

A 3-bin cast concrete dumpster enclosure will be located at the southeast corner of the site by the lower ramp to the parking structure. The enclosures will also be landscaped on 3 sides.

A dumpster enclosure form was signed and approved by Waste Management Company on July 23, 2009, and was determined to be acceptable for location and size to accommodate the project (signed form with land use file).

There will be no outside storage associated with the project.

# B. <u>Conclusions</u>:

The dumpster enclosure has been adequately addressed.

2. Screening – Mechanical Equipment: "Mechanical equipment is completely screened. Screening will be effective in both winter and summer. Examples of mechanical equipment include electrical transformer pads and vaults, communication equipment, and other utility hardware on roofs, grounds or buildings."

## A. Findings of Fact:

All mechanical equipment for the project and the elevators will be located on the roof and screen with the building parapets.

## B. Conclusions:

Screening of mechanical equipment is acceptable.

- 3. Screening Display Areas: "Outdoor display areas for vehicles, other equipment for sale or rent, or live plant material are landscaped in a manner that breaks up the mass of pavement or displayed items but need not be landscaped to have the same screening effect required for a service or storage area."
  - A. <u>Findings of Fact:</u>

There is no outdoor display area associated with the project.

## B. Conclusions:

Not applicable.

# <u>Crime Prevention Through Environmental Design (CPTED)</u>

Access Control: "Building entrances should be accentuated through architectural elements, lighting, landscaping and/or paving stones."

Natural Surveillance: "Parking area should be visible from windows and doors, side parking areas should be visible from the street. Parking and entrances should be observable by as many people as possible. Shrubbery should be no more that three (3) feet high for clear visibility in areas where surveillance is important such as entries to buildings or parking areas. The lower branches of existing trees should be kept at least seven (7) feet off the ground in areas where surveillance is important such as entries to buildings or parking areas."

Territorial Reinforcement: "Perimeters should be defined by landscaping or fencing."

#### A. Findings of Fact:

The main entrance to the hotel is located on the northern side facing Maple Street and is clearly defined and is well lighted. Landscaping in that area is not overpowering to hide this area.

The site can be seen from the 2 abutting streets to the north and west as well as with the shared access area to the east by the bank building.

No fences or gates are proposed around the site for territorial reinforcement. Hedges are also not being proposed around the

periphery, but landscaping is designed to allow some surveillance into the site while providing screening & buffering along the sides of the hotel. Safe night lighting is also provided for both pedestrian and vehicular safety around the site.

## B. Conclusions:

No issues have been addressed by the Police Department in their review that would require revision of the presented project plans.

# I. ADMINISTRATIVE ADJUSTMENT OF STANDARDS FOR BUILDING HEIGHT:

The applicant has requested an Administrative Adjustment of Standards for increased building height for the hotel up to 5 stories. The base height limit in the R zone is 40 feet and by the approval of an Administrative Adjustment of Standards it can be increased to a maximum building height of 65 feet. There is specific criteria for buildings up to 50 feet, 58 feet and up to 65 feet. The applicant requests a height up to 50 feet (to roof hotel height – parapets are not considered part of building height) in order to accommodate the hotel rooms.

Increasing from the Base Building Height up to 50 feet rquires the following criteria: (IMC 18.07.355(A)

# 1. Building Design:

- a. The adjustment of height will enhance the architectural design by:
  - (1) Modulating the roof of the structure through varied heights or pitches,
  - (2) The use of varied exterior materials, or
  - (3) Allowing parapets, gables, bell/clock towers or other features; and
- b. The gross floor area for each story above the base height is reduced by twenty-five (25) percent of the gross floor area of the story beneath it; or the percentage of pervious surface for the site is increased by ten (10) percent over the minimum for that zone; for example, a forty (40) percent pervious surface ratio for a site shall be increased to fifty (50) percent as a condition of approval for additional height;
- c. Design features, such as transparent windows and doors, artwork, fountains, street furniture, varied exterior materials, and/or landscape elements or plazas are used to give the ground floor of the building a pedestrian scale;
- d. Approved street trees are incorporated into the landscape design for the project;
- e. Highly reflective glass shall not exceed seventy (70) percent of the length of the first floor adjacent to pedestrian way;
- f. Solid walls on the first floors of buildings shall not exceed twenty (20) feet in length and shall be softened by a combination of design details, modulation and dense landscaping; and
- g. When the building is adjacent to a lower density residential zone, the maximum building height for the first thirty (30) feet from the property line shall be the maximum base building height of the adjoining lower density zone.

- 2. Consistency with the Shoreline Management Program: If located within a Shoreline Management District, the height shall not exceed the limitations of the Shoreline Management Program.
- 3. Sun and Shadow Analysis: Shadows created by the additional building height and bulk will not adversely affect the surrounding area. The Planning Director/Manager may require a sun/shadow analysis in order to determine if this criteria is met.
- 4. Views: The taller structure will not significantly obstruct scenic corridors. The Planning Director/Manager may require a view analysis study in order to determine if this criteria is met.

## APPLICANT RESPONSE:

The applicant has provided a application request and a 2 page narrative for the additional building height, attached as Exhibit 6.

## **CITY RESPONSE:**

- The parapet of the hotel roof has several elevation pitches as required by the criteria and the materials on these pitches are also varied. Building materials are varied as can be viewed with the material/color board and as illustrated with the colored elevations. Materials include primarily: fiber cement panels or stucco siding, fiber cement plank siding and window glazing. Parapets have been provided as required and they also hide the HVAC systems.
- 1b. The gross floor area above the 40 foot base height is required to be reduced by 25% and the hotel design proposes a reduction of 27.85%. Level 4 floor area is 24,724 square feet and level 5 floor area is 17,839 square feet. The reduction of the hotel is on the eastern side as can be viewed on the Level 5 plan, sheet A104 (Exhibit 21).
- 1c. Design features such as transparent windows are provided as required as shown on the building elevations and substantially over the entry area facing Maple Street, sheet A201. Decorative artwork wrought iron grid will be placed for the parking lot openings on the lower level level with a combination of brick walls. No art work such as sculpture is proposed, but is encouraged and the developer may wish to contact the city's Arts Commission should this be considered. A public plaza is not proposed, but a landscaped outdoor patio area is provided for the hotel guests on the north side of the hotel. Street furnishings provided include 3 bicycle racks near the entrance and a seating heigt planter also by the lobby entrance.
- 1d. Street trees along Maple Street & 12<sup>th</sup> Avenue are already in place for the project. Street trees were planted when the Maple Street extension was constructed. The landcape code also requires buffers of 10 feet on the street sides with a combination of trees and shrubs. Additional tree planting will be required for those buffers.
- 1e. Highly reflective glass is not proposed for the hotel.

- 1f. Solid walls are borken up brick veneer walls, openings, and landscaping. The largese area of walls is along maple Street for the lower level garage, but again openings are proposed as shown with the elevation drawing, sheet A201. Additional trees are required to be planted along Maple Street besides the shrub/ground cover plantings in the berm adjacent the building. The applicant believe that large shrub plantings should be sufficient.
- Criteria not applicable (not adjacent to a lower density residential zone).
- 2. Criteria not applicable (Shoreline Master Program)
- 3. A sun and shadow analysis was not requried by the city for the additional building height.
- 4. The request for the additional building height will not significantly obstruct scenic corridors. A view analysis was not required.

#### Summary:

The Administration believes that the applicant has demonstrated compliance with the criteria for the building height.

## J. ADMINISTRATIVE ADJUSTMENT OF STANDARDS FOR PARKING:

The applicant requests an Administrative Adjustment of Standards for Parking to be shared between the existing Maple Street Building across the street to the north and the proposed hotel. A total of 42 parking stalls with the hotel parking lot are proposed to be shared with the Maple Street Office Bldg.

An Administrative Adjustment of Standards for Parking is permissable per IMC 18.09.060 of the city's Parking Code. The purpose states:

"The purpose of permitting the Administrative Adjustment of Parking Standards or requirements is to provide for flexibility in reducing or modifying parking standards in all zoning districts, without permitting an adjustment that would negatively impact the surrounding neighborhood. An adjustment to a parking standard or requirement may be approved based on a determination by the Planning Director/Manager that the adjustment is consistent with the purpose of this Code, and the intent and purposes of the parking standards and/or requirements."

Criteria 18.09.070(C) states the following purpose for Shared Parking: <u>Purpose</u>: The purpose of shared parking is to efficiently use parking facilities for more than one (1) use, specifically uses whose prime hours of operation do not overlap. The intent of this provision is to decrease the amount of parking provided for a specific use by sharing adjacent underutilized parking facilities.

## Approval criteria for Shared Parking:

1. Location: The location of the parking facilities must be:

- (a) Generally within a radius of eight hundred (800) feet from the lot lines of the uses which are involved in the shared parking contract, allowing for flexibility if the site for shared parking is within a reasonable distance to the uses. If shared parking is used only for employees of the involved uses, the location can be outside the eight hundred (800) foot radius; and
- (b) Zoned to permit parking facilities outright, or through a specific site plan review process.
- 2. Nonmotorized Facilities: Provision of nonmotorized facilities consistent with Chapter 18.07 IMC that connect the respective uses and the shared parking facilities.
- 3. Signage: The availability of parking for each use is indicated by directional signs governed by this Code (Chapter 18.11 IMC).
- 4. Shared Parking Contract: A contract is enacted, signed by all the owners/operators of the shared uses and the City, which provides for City enforcement. The shared parking contract shall:
  - (a) Provide that the land comprising the required shared parking facilities shall not be encroached upon, used, sold, leased, or conveyed for any purpose, except in conjunction with the building or use which the required parking serves, so long as the shared parking facilities are needed. The contract terms shall be for at least a five (5) year minimum;
  - (b) Indicate prime hours of operation for shared uses;
  - (c) Assign maintenance provisions for the parking facilities and landscaping;
  - (d) Designate potential times of overflow, and a parking plan which will be implemented in the event of overflow; and
  - (e) The parking contract approved by the Planning Director/Manager shall be filed with the deed of the parcels involved, so that the agreement is binding upon successors.
- 5. Contract Changes: Changes to the contract, or a redrafting of the original enacted contract, must be reviewed and approved through the Level 1 Review process before the shared parking contract is within compliance of this Code. Termination of this contract may occur through an approval through Level 1 Review.
- 6. Evaluation Upon Request: The City may reevaluate the parking situation upon request, at the expense of the owner, and at this time the City may:
  - (a) Permit the shared parking to continue as in the past; or
  - (b) Continue the situation with additional conditions related to new information, for example, information regarding prime hours of operation or other information; or
  - (c) Request that other parking provisions be implemented before the use(s) may continue due to problems with the existing situation.

<u>Implementation Problems:</u> If shared parking is not functioning according to the contract, the property owners or the City may request to alter the shared parking contract. If consensus cannot be reached, traditional parking will be required as established in the Table of Off-Street Parking Standards. The property owner

may also propose an Administrative Adjustment of Standards as an option for implementation problems.

## APPLICANT RESPONSE:

The applicant has provided a application request and a 2 page narrative for the shared parking request to efficiently utilize parking resourses for both the hotel and the existing Maple Street Office Building, attached as Exhibit 7. The applicant has also provided a shared parking agreement that is to be signed and recorded with King County (16 pages). This document is entered as Exhibit 46 and is with the land use file.

# **CITY RESPONSE**:

- 1. The location of the shared parking is within the required distance of 800 feet. The Maple Street Builidng and the Marriott hotel are across the street from one another and are also owned by the same company. The shared parking is for both employees and visitors between the 2 uses. The zoning of both properties are the same "Retail Commercial" which allows both uses outright and parking facilities.
- 2. Nonmortorized facilities are required and will be provided, which includes both sidewalks for pedestrian to use and bicycle facilities (bike rack parking is based upon a ratio determined by the required parking stalls).
- 3. Signage will need to be placed at the Maple Street Building that their additional required parking is located at the hotel garage.
- 4. A draft unsigned16-page parking easement agreement has been provided by the applicant (with land use file); the grantor and the grantee being Toughstone Issaquah Hotel LLC and Touchtone Maple Street LLC, respectively. The agreement will need to be finalized by the dating and signing of the document and recorded with King County.
- 5. If there are contract changes as stated by this criteria, then the applicant will need to apply for a Administrative Site Development Permit (Level 1 Review) for review and approval by the city.
- 6. As stated by this criteria, the City of Issaquah may reevaluate the parking situation upon request, at the expense of the owner.

#### Summary:

The intent of the AAS (purpose statement) is to allow flexibility in reducing parking standards in all zoning districts where it will not impact a surrounding neighborhood. There have been no comments received from any surrounding property owners about this parking request. The request has been reviewed and found to be a reasonable request that is still consistent with the purposes of the parking standards and requriements. The applicant has demonstrated compliance with the above critera for shared parking spaces.

# L. Legal Notice:

Notice is required to be published in the newspaper a minimum of 10 days prior to the public hearing, and a notice was placed in the Issaquah Press on August 5, 2009, 2 weeks prior to the public hearing (legal notice with file).

#### M. Public Notification:

A "Notice of Application" and public comment notice of the project was mailed to property owners within 300 feet of the site on February 20, 2009, notifying them of the Site Development Permit and the Administrative Adjustment of Standards for Building Height and Shared parking. The applications were also posted on the City's web page for public notice. (Listing of property owners with land use file)

As part of the Site Development Permit & Administrative Adjustment of Standards for Building Height and Parking, public notice to all property owners within 300 feet of the exterior boundaries of the proposal site is required at least 10 days prior to the public hearing. The notice was mailed out to the surrounding property owners on August 4, 2009. Notice of the public hearing was mailed to applicant and property owner on August 4, 2009. No written correspondence by the public was received.

A 4-foot x 4-foot public notice board is required at the site that provides a brief description of the project and the date of the public hearing. The applicant placed the public notice sign located along NW Maple Street – western end of site (affidavit of posting & photo of sign with file).

## N. RECOMMENDATION:

Based upon the applications and submitted plans, the Administration recommends that the Development Commission move to:

- A. Approve the applications for: 1) Site Development Permit, 2) Administrative Adjustment of Standards for Building Height, and 3) Administrative Adjustment of Standards for Parking, for Springhill Suites Marriott, applications PLN08-00111, PLN08-00112 and PLN08-00113, Exhibits 1 through 48, and the following conditions:
  - 1. The applicant shall comply with the SEPA Mitigated Determination of Nonsignificance (MDNS) issued on August 5, 2009.
  - 2. A Building Permit and Public Works Permit shall be issued prior to construction of the hotel and site work. All conditions of those permits shall be complied with.
  - 3. Construction shall be limited to Monday through Friday, 7:00 AM to 6:00 PM, or as otherwise approved by the City of Issaquah.
  - 4. Impact fees & mitigation for the project shall be paid at issuance of the Building Permit, including those for: Issaquah Transportation Impact Fee, King County

- Reciprocal Transportation Impact Fee, Fire Impact Fee, General Government Mitigation Fee and Police Mitigation Fee. Estimates of the Impact and Mitigation Fees are available from the Planning Department.
- 5. Prior to issuance of the Building Permit, the shared parking agreement between the Maple Street Office Building and the Springhill Suites Marriott shall be be signed and recorded with King County.
- All compact and accessible parking stalls shall be appropriately labeled. All
  accessible parking stalls shall be ADA compliant with the dimensional
  requirements.
- 7. Bicycle racks for a minimum of 7 bicycles shall be required.
- 8. Prior to issuance of the Building Permit, additional tree plantings along NW Maple Street (on hotel property) will need to be provided in accordance with the Landscape Code.
- Prior to construction of the hotel, tree protection measures shall be in place for trees on site to be retained, particularly those coniferous trees located along the south property line. Additionally, the street trees to be retained along 12<sup>th</sup> Avenue and Maple Street shall not be damaged.
- 10. There are 3 existing healthy dogwood trees in the existing parking lot planter along 12<sup>th</sup> Avenue. Those trees if possible, shall be incorporated into the new landscaping plan.
- 11. Prior to issuance of the Building Permit, include at least one Issaquah "Centennial Tree", Eddie's White Wonder Dogwood into the landscaping plan.
- 12. All landscaping shall be irrigated as required by Section 18.12.050 of the IMC. Exceptions are allowed by City approval for periscope (low water usage) plantings and established indigenous plants.
- 13. All new trees shall be staked using interlocking plastic tree ties rather than the wire and hose method, as the plastic ties are less damaging to trees.
- 14. Any substitutions made to the landscaping plant materials shall be first approved by the Planning Department before installation.
- 15. Prior to issuance of the Building Permit, an irrigation water budget shall be provided as required by IMC 18.12.145.
- 16. Prior to landscaping the site, the soils in the landscaped areas shall be amended as required by the soils amendment section of the Landscape Code, IMC 18.12.140(Q).
- 17. A landscape maintenance bond worth 50% of the value of the landscaped material is required to be posted with the City prior to receipt of the final Certificate of Occupancy as required by IMC 18.12.160. The bond is required for a period of 3 years. All landscaping shall be maintained in perpetuity.

- 18. A trash receptacle shall be placed outside the lobby entrance.
- 19. Prior to issuance of the Building Permit, the outdoor lighting plan will need to be revised for compliance with the outdoor lighting standards, including the maximum foot candles for the entire 2nd floor deck and along the perimeter of the lower level that exposes light outside of the garage.
- 20. A separate Sign Permit shall be required prior to installation of exterior signs as required by the Sign Code.
- 21. Per IMC 13.08.030 F.2 please provide a 12" internal water main loop thru the project. Per the City of Issaquah 2002 Water System Plan Update, the system will require a fire flow of 3500 gpm for multi-family/ commercial with a max velocity of 7 ft/sec and will require a minimum 35 PSI to all upper floors. This may impact the existing trees along the southern property line.
- 22. The western driveway along NW Maple is within 150 feet of the intersection of NW Maple and 12th Ave NW. This driveway will need to be signed for no left turns due to possible conflicts with intersection traffic. A physical barrier shall be installed along the centerline of NW Maple to prohibit left turns at this driveway.
- 23. All storm drainage shall comply with 1998 version of the KCSWD manual. The city does approve LID options on a case by case situation. Please contact Kerry Ritland at 425-837-3410 for more information. If the existing storm system is to be used please provide verifications that it is adequate meets the current KCSWD standards.
- 24. IMC 16.26.050 Regulations (c) (5). An imported fill source statement is required with the Clearing and Grading Permit for all projects where more than 100 cubic yards of fill will be imported to a site. Fill material and soil amendments shall not contain concentrations of contaminants that exceed cleanup standards for soil as specified in the Model Toxics Control Act (MTCA). The City may require analytical results to demonstrate that fill materials do not exceed cleanup standards when conditions are determined to require additional review. The imported fill source statement shall include:
  - a. Source location of imported fill; and
  - b. Previous land uses of the source location.
- 25. A sight distance evaluation shall be provided with the construction drawings. A site visit determined that there is adequate sight distance at this time for the eastern most driveway, but some trees may need to be trimmed at time of construction depending how far in the future they will begin construction.
- 26. A physical barrier shall be provided along the centerline of NW Maple to the approval of the Public Works Department.

#### 27. Building Department Conditions:

 Accessible means of egress must be provided in accordance with section 1007 of the International Building Code. In buildings with four or more

- stories, at least one accessible means of egress shall be an elevator complying with section 1007.4.
- b) In Group R-1 occupancies, accessible sleeping units must be provided in accordance with Table 1107.6.1.and Section 1107 2003 IBC.
- c) Standpipes shall be installed per NFPA requirements. IBC 905
- d) An accessible route of travel must be provided to all portions of the building, to accessible building entrances, and connecting the building to the public way per WA State Code 1103.2.2.
- e) A foundation soils report by a licensed WA State geotechnical engineer will be required at the time of building permit submittal. A peer review of the submitted soils report by a second engineer may be required on some sites.
- f) Pedestrian protection must be provided as specified in section 3306 and table 3306.1. ALL WORK SUBJECT TO FIELD INSPECTION.
- g) Handicapped parking is required per Table 1106.1 2006 IBC. One of every 6 accessible spaces or fraction thereof must be van accessible, per Section 1106.5 2003 IBC and requires an 8' stall with an 8' access aisle. The slope of both the stall and the aisle may not exceed 2% and must be paved to provide a hard, stable surface. A van accessible parking sign is required and must be mounted at 60" minimum to the bottom of the sign.

# 28. Fire Department Conditions:

- a) Per the water comp. plan, the fire flow must be 3,500 GPM for not less than 4 hours.
- b) Knox-Box required. Location to be determined.
- c) Portable fire extinguisher(s) will be required throughout. 2:A 10:BC size. for common areas spaced at 75' travel distance.
- d) Install hood fire system to UL 300 standard in cooking hood(s). Hood system shall be tied to the fire alarm system if there is an existing fire alarm system. Submit for Fire permit.
- e) Install 5" Stortz Fitting(s) for all new and existing fire hydrants with in 300' of structure.
- f) Fire Lane(s) are to be painted RED with WHITE letters stating, "FIRE LANE NO PARKING."
- g) Approved numbers or addresses shall be provided for all buildings in such a position as to be plainly visible and legible from the street or road fronting the property.
- h) Fire Sprinkler: Structure shall have a fire sprinkler system installed per NFPA and Eastside Fire & Rescue requirements. Submit for fire permit.

- i) Required fire hydrants shall be installed prior to any combustible materials being placed on site.
- j) A fire alarm system shall be installed per NFPA, Washington State Accessibility Code and Eastside Fire & Rescue requirements. Submit for Fire permit.
- k) Fire Sprinkler Supply Piping (starting from back flow device, into the building and including the FDC) shall be installed per NFPA and by a Washington State Fire Marshal licensed Level "U" contractor. Submit for Fire permit.
- Buildings 4 or more stories in height shall be provided with not less than one standpipe for use during construction. Submit for Fire permit.
- m) NFPA 704 signs required for pool chemical storage. Please provide quantity of and MSDS for pool chemicals.
- n) FDC shall be within 50 feet of a fire hydrant.
- o) Show location of fire control room.
- p) Please provide details for fabric canopy.
- q) Standpipes to be installed in typical locations and as follows: Where the roof has a slope less than four units vertical in12 units horizontal (33.3-percent slope), each standpipe shall be provided with a hose connection located either on the roof or at the highest landing of stairways with stair access to the roof. An additional hose connection shall be provided at the top of the most hydraulically remote standpipe for testing purposes.
- r) 504.3 Stairway access to roof. New buildings four or more stories in height, except those with a roof slope greater than four units vertical in 12 units horizontal (33.3 percent slope), shall be provided with a stairway to the roof. Stairway access to the roof shall be in accordance with Section 1009.11. Such stairway shall be marked at street and floor levels with a sign indicating that the stairway continues to the roof. Where roofs are used for roof gardens or for other purposes, stairways shall be provided as required for such occupancy classification.
- s) 1009.11 Stairway to roof. In buildings four or more stories in height above grade, one stairway shall extend to the roof surface, unless the roof has a slope steeper than four units vertical in 12 units horizontal (33-percent slope). In buildings without an occupied roof, access to the roof from the top story shall be permitted to be by an alternating tread device.
- t) 1009.12.1 Roof access. Where a stairway is provided to a roof, access to the roof shall be provided through a penthouse complying with the International Building Code.

- u) Exception: In buildings without an occupied roof, access to the roof shall be permitted to be a roof hatch or trap door not less than 16 square feet (1.5 m2) in area and having a minimum dimension of 2 feet (610 mm).
- B. Move to direct the Planning Department to prepare Findings of Fact which affirm the Development Commission's decision to approve the applications for: Site Development Permit and the Administrative Adjustment of Standards for Building Height and the Administrative Adjustment of Standards for Parking, for the Springhill Suites Marriott, application numbers: PLN08-00111 and PLN08-00112 and PLN08-00113.

## O. TIME LIMIT OF DECISION:

The final decision approving the Site Development Permit and the Administrative Adjustment of Standards for Parking is valid for three years as specified by IMC 18.04.220-C-5, or as amended by City Ordinance.

#### P. EXHIBIT LIST:

- 1. Vicinity map
- 2. Application, Site Development Permit, PLN08-00111, received 12-19-2008
- 3. Application, Administrative Adjustment of Standards, Building Height, PLN08-00112, received 12-19-2008
- Application, Administrative Adjustment of Standards, Shared Parking, PLN08-00113, received 12-19-2008
- 5. Project narrative for SDP (3 pages), received 2-5-2009
- 6. Project narrative for AAS-Building Height (2 pages), received 2-5-2009
- 7. Project narrative for Shared Parking (2 pages), received 2-5-2009
- 8. SEPA Mitigated Determination of Nonsignificance, issued 8-5-2009
- 9. Community Conference minutes (12 pages), dated 2-20-2008
- 10. Certificate of Transportation Concurrency, dated 2-4-2009
- 11. Wall sign proposed for Springhill Suites Marriott, received 12-19-2009

## **Project Plans**

- 12. Cover sheet, sheet A001, received 7-24-2009
- 13. Site plan, sheet A010, received 7-24-2009
- 14. Topographic survey, sheet 1 of 2, received 7-24-2009
- 15. Topographic survey, sheet 2 of 2, received 7-24-2009
- 16. Paving, grading and drainage plan, sheet C1.0 of 2, received 7-24-2009
- 17. Utility plan sheet C2.0 of 2, received 7-24-2009
- 18. Level 1 plan, sheet A101, received 7-24-2009
- 19. Level 2 plan, sheet A102, received 7-24-2009
- 20. Level 3 & 4 plan, sheet A103, received 7-24-2009
- 21. Level 5 plan, sheet A104, received 7-24-2009
- 22. Elevations, sheet A201, received 7-24-2009
- 23. Building sections, sheet A301, received 7-24-2009
- 24. Cross sections, sheet A311, received 7-24-2009
- 25. Landscape plan, sheet L1.0, received 7-24-2009
- 26. Landscape plan western portion, sheet L1.1, received 7-24-2009
- 27. Landscape plan eastern portion, sheet L1.2, received 7-24-2009
- 28. Photometric lighting plan (level 1), sheet 1 of 2 received 7-24-2009
- 29. Photometric lighting plan (level 2), sheet 2 of 2 received 7-24-2009

## Site Details:

- 30. Bollard lights (2 sheets), received 7-17-2009
- 31. Directional lights (2 sheets), received 7-17-2009
- 32. Mushroom path lights, received 7-17-2009
- 33. Single arm light standard, received 7-17-2009
- 34. Bicycle rack detail, received 7-17-09
- 35. Bench detail, received 7-24-2009
- 36. Receptacle detail (3 sheets), received 8-7-09

#### Colored drawings:

- 37. North elevation, received 7-31-09
- 38. Main entrance perspective #1, received 7-31-09
- 39. Main entrance perspective #2, received 7-31-09
- 40. Northwest perspective, received 7-31-09

# Exhibits with file:

- 41. Preliminary technical information report/drainage study by PACE, dated 12-18-2008
- 42. Preliminary technical information report/drainage study by PACE, dated 2-4-2009
- 43. Updated Preliminary technical information report/drainage study by PACE, dated 7-23-2009
- 44. Subsurface Exploration, Geologic Hazards & Geotechnical Engineering Report, dated 1-28-2009
- 45. Traffic Study by Heffron Transportation, Inc. dated 3-25-2009
- 46. Shared parking Agreement (draft), received 6-30-09
- 47. Color photo of textured colored pavement ("Riverside Slate"), received 7-17-09
- 48. Material/color board, received 12-19-2008

JL/dl

PLN08-00111 & 00112 & 00113,staff report